

**Pt. 215, App. D**

- (A) Coupler shank bent.
  - (B) Coupler cracked in highly stressed area of head and shank.
  - (C) Coupler knuckle broken.
  - (D) Coupler knuckle pin or knuckle throw:
    - (1) Missing;
    - (2) Inoperative.
  - (E) Coupler retainer pin lock:
    - (1) Missing;
    - (2) Broken.
  - (F)(1) Coupler locklift is inoperative;
  - (2) No anti-creep protection;
  - (3) Coupler lock is (i) missing, (ii) inoperative, (iii) bent, (iv) cracked or (v) broken.
- 215.125 Defective uncoupling device.
- (A) Fouling on curve.
  - (B) Unintentional uncoupling.
- 215.127 Defective draft arrangement.
- (A) Draft gear inoperative.
  - (B) Broken yoke.
  - (C) End of car cushioning unit:
    - (1) Leaking;
    - (2) Inoperative.
  - (D) Vertical coupler pin retainer plate:
    - (1) Missing;
    - (2) Has missing fastener.
  - (E) Draft key or key retainer:
    - (1) Inoperative;
    - (2) Missing.
  - (F) Follower plate missing or broken.
- 215.129 Defective cushioning device unless effectively immobilized.
- (A) Broken.
  - (B) Inoperative.
  - (C) Missing parts.
- 215.203 Operating a restricted car, except under conditions approved by FRA.

*Stenciling*

- 215.301 Failure to stencil car number and built date on freight car as required.
- 215.303 Failure to stencil restricted car as required.
- 215.305 Failure to stencil maintenance-of-way equipment as required.

**APPENDIX D TO PART 215—PRE-DEPARTURE INSPECTION PROCEDURE**

At each location where a freight car is placed in a train and a person designated under §215.11 is not on duty for the purpose of inspecting freight cars, the freight car shall, as a minimum, be inspected for the imminently hazardous conditions listed below that are likely to cause an accident or casualty before the train arrives at its destination. These conditions are readily discoverable by a train crew member in the course of a customary inspection.

- 1. Car body:
  - (a) Leaning or listing to side.
  - (b) Sagging downward.
  - (c) Positioned improperly on truck.
  - (d) Object dragging below.
  - (e) Object extending from side.

**49 CFR Ch. II (10–1–12 Edition)**

- (f) Door insecurely attached.
- (g) Broken or missing safety appliance.
- (h) Lading leaking from a placarded hazardous material car.
  - 2. Insecure coupling.
  - 3. Overheated wheel or journal.
  - 4. Broken or extensively cracked wheel.
  - 5. Brake that fails to release.
  - 6. Any other apparent safety hazard likely to cause an accident or casualty before the train arrives at its destination.

[45 FR 26711, Apr. 21, 1980, as amended at 73 FR 79701, Dec. 30, 2008]

**PART 216—SPECIAL NOTICE AND EMERGENCY ORDER PROCEDURES: RAILROAD TRACK, LOCOMOTIVE AND EQUIPMENT**

**Subpart A—General**

- Sec.
- 216.1 Application.
- 216.3 Definitions.
- 216.5 Delegation and general provisions.
- 216.7 Penalties.

**Subpart B—Special Notice for Repairs**

- 216.11 Special notice for repairs—railroad freight car.
- 216.13 Special notice for repairs—locomotive.
- 216.14 Special notice for repairs—passenger equipment.
- 216.15 Special notice for repairs—track class.
- 216.17 Appeals.

**Subpart C—Emergency Order—Track**

- 216.21 Notice of track conditions.
- 216.23 Consideration of recommendation.
- 216.25 Issuance and review of emergency order.
- 216.27 Reservation of authority and discretion.

**AUTHORITY:** 49 U.S.C. 20102–20104, 20107, 20111, 20133, 20701–20702, 21301–21302, 21304; 28 U.S.C. 2461, note; and 49 CFR 1.49.

**SOURCE:** 41 FR 18657, May 6, 1976, unless otherwise noted.

**Subpart A—General**

**§216.1 Application.**

- (a) This part applies, according to its terms, to each railroad that uses or operates—
  - (1) A railroad freight car subject to part 215 of this chapter;
  - (2) A locomotive subject to 49 U.S.C. chapter 207 (49 U.S.C. 20701–03); or